

Configuration Management/Integrated Logistics Support (CM/ILS) BRT

Waterfront Integration of CM/ILS Functions

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Approach

■ Charter

- Identify RMC CM/ILS functions
- Develop CM/ILS RMC Organizational Template
- Examine Navy-wide CM/ILS functions
- Develop Metrics

■ Data Call

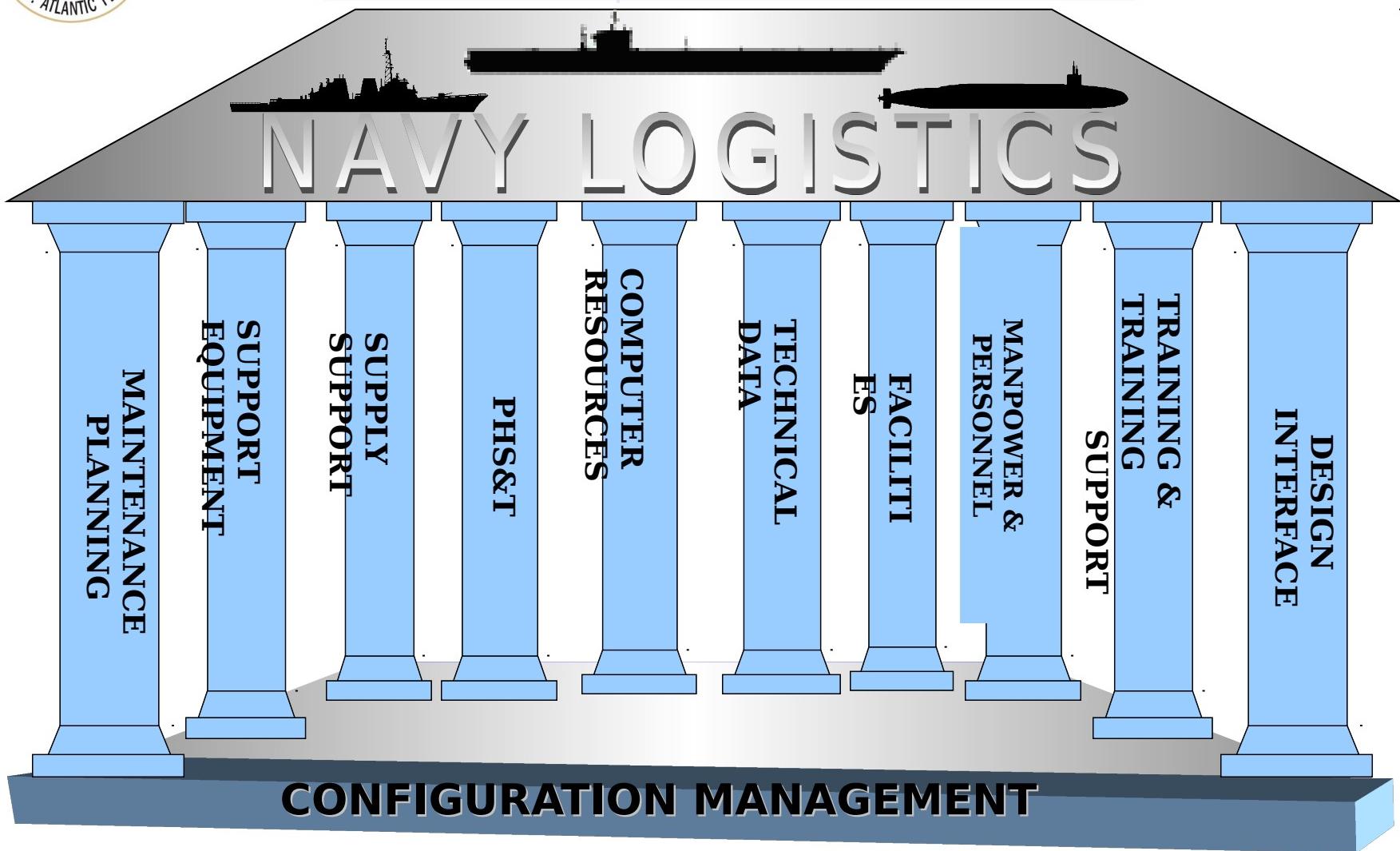
- Local Functions
- Navy-wide functions
- Demographics and Manning

■ VTC

■ Off-site Meeting



The Elements of Navy Logistics



There are 10 logistics elements that include supply, logistics engineering and maintenance planning functions. NAVSUP is currently focused on the assumption of all supply chain management functions.



Key Points

- **Identify RMC CM/ILS functions**
- **Plug and Play Organizational Template**
- **Process Ownership**
- **Maintenance Team Support**
- **ILO Process Re-engineering**
- **SIMA I-Level CM/ILS**
- **Distance Support**
- **Support Team**
- **CM/ILS Baseline**
- **Potential Local Savings**
- **Potential Navy-wide Savings**
- **Metrics**
- **Results**
- **Recommendations**



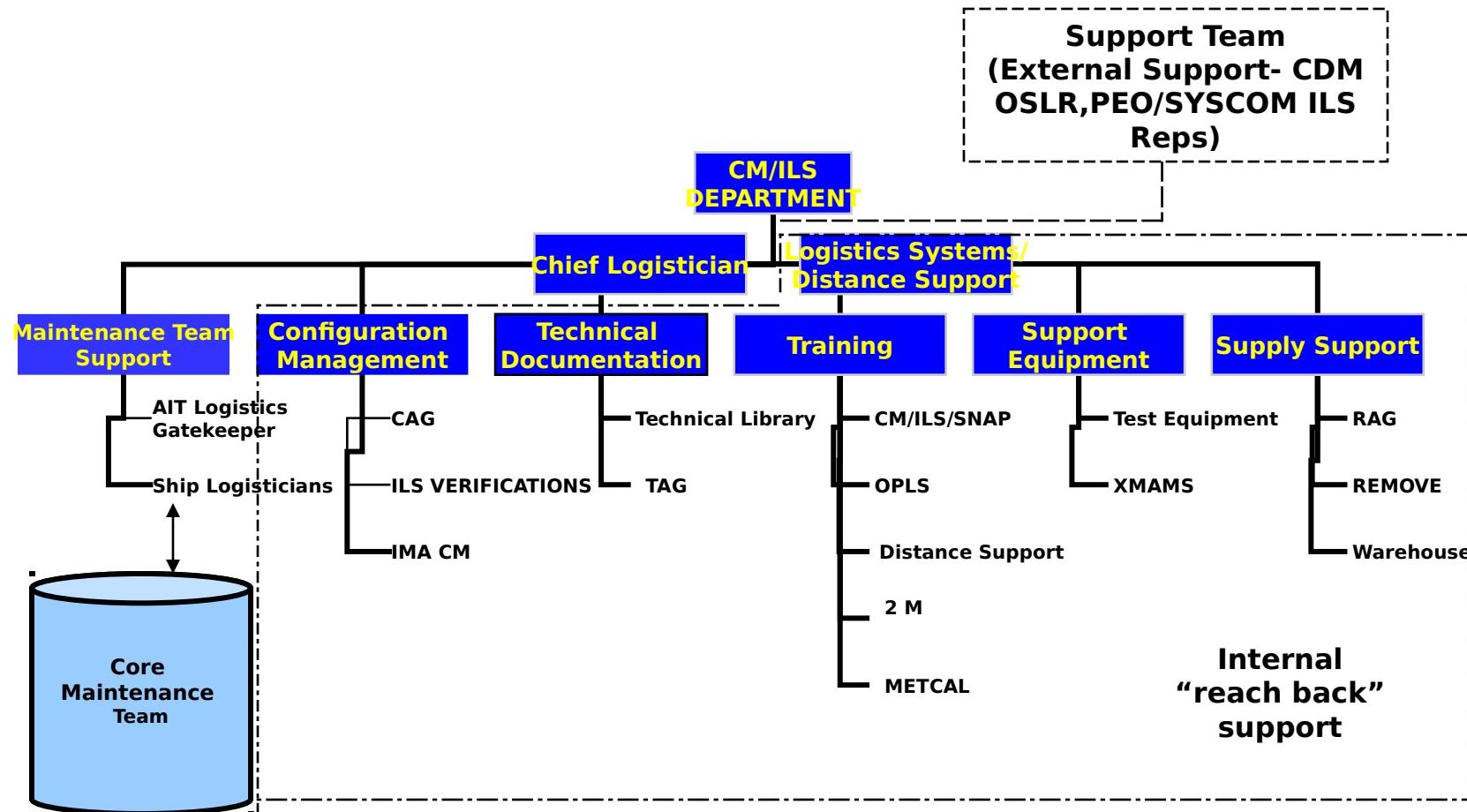
RMC CM/ILS Functions

- **CHIEF LOGISTICS LOGISTICIAN**
 - Regional CM/ILS Process Owner, Functional Expert & Advisor
 - Interface with Fleet CM/ILS Process Owner to ensure alignment with Entitled Process
 - Provide solutions based on root-cause analysis of deficiencies identified through established metrics to ensure continuous process improvement
 - Interface with PEO/SYSCOM to resolve CM/ILS policy and systemic issues
- **MAINTENANCE TEAM SUPPORT (DIRECT)**
 - AIT Logistics Gatekeeper
 - Ship Logician
 - Responsibility for the overall logistics health of the ship
 - Conduit for all “reach back” internal and external Support Team resources
 - Maintenance Planning Board Rep
 - Review planning data, work specs, procurement docs and ILS certifications to establish CM/ILS requirements baseline and track to completion
 - Maximize identification/resolution of ILS deficiencies prior to execution/install
 - ILS Status, Completion, & Verification reports
 - Review/acceptance of CM/ILS contractual deliverables
 - Post Availability Logistics Support (PALS)
 - Continuous CM/ILS evaluation
- **MAINTENANCE TEAM SUPPORT (INDIRECT, AS PROVIDED THROUGH THE SHIP LOGISTICIAN)**
 - CM
 - CAG
 - ILS Verifications
 - IMA CM reporting
 - Technical Documentation
 - PMS, TMs, Drawings, Ship Selected Records
 - TAG
 - Training
 - Regional CM/ILS/ILO Training
 - Operational Logistics Support (OPLS)
 - Distance Support Tools
 - 2M
 - METCAL
 - Support Equipment
 - XMAMS
 - Test Equipment
 - Supply Support (will transfer to NAVSUP)
 - RAG
 - REMOVE
 - ILO Warehouse Support
 - Logistics Systems Support
 - SNAP (ILO)
 - CDMD-OA/RAD
 - Distance Support Tool Set (Operations & Maintenance)

The BRT reached consensus on all CM/ILS functions that are required to be performed locally in each region to support the RMC and Maintenance Teams.



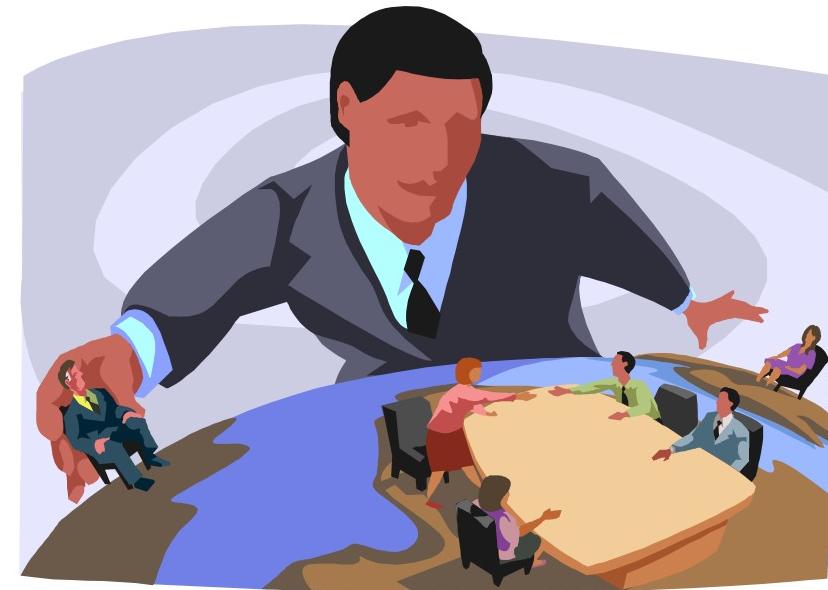
PLUG AND PLAY ORGANIZATIONAL TEMPLATE



The template is flexible, can be applied to any Region and integrates all internal and external resources in the Port. Based on a thorough analysis of viable organizational alternatives and alignments, the BRT recommends establishment of a CM/ILS department. The AIT logistics gatekeeper should be physically co-located with other AIT Gatekeeper personnel.



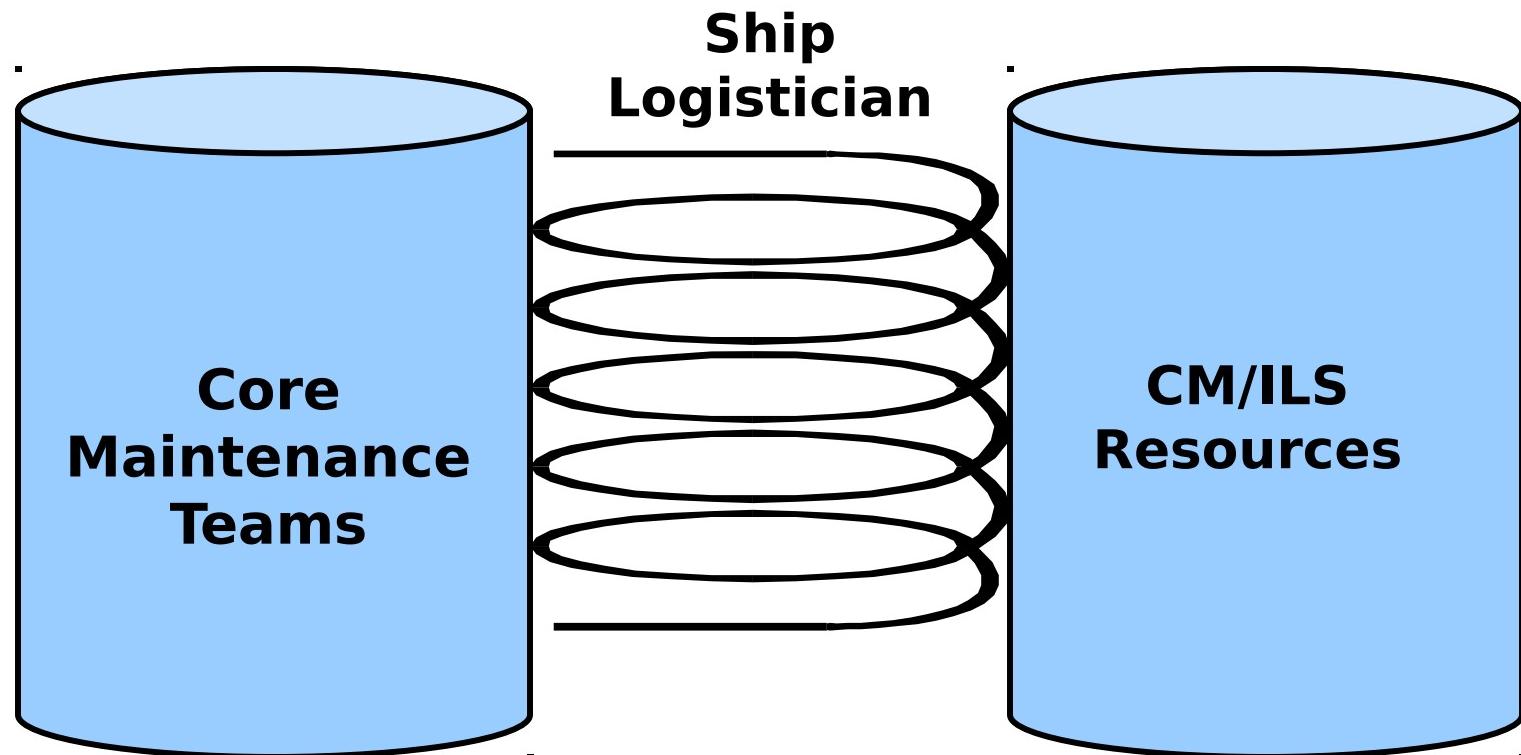
Process Ownership



The template includes a Regional Chief Logistician to analyze performance indicators and ensure alignment with other Regions.



Maintenance Team Support



The Ship Logician will be the conduit for all CM/ILS services and will exercise “reach back” capability for additional Maintenance Team support requirements. The paradigm shifts waterfront CM/ILS focus from the execution to the planning stage to facilitate early integration of maintenance support requirements.

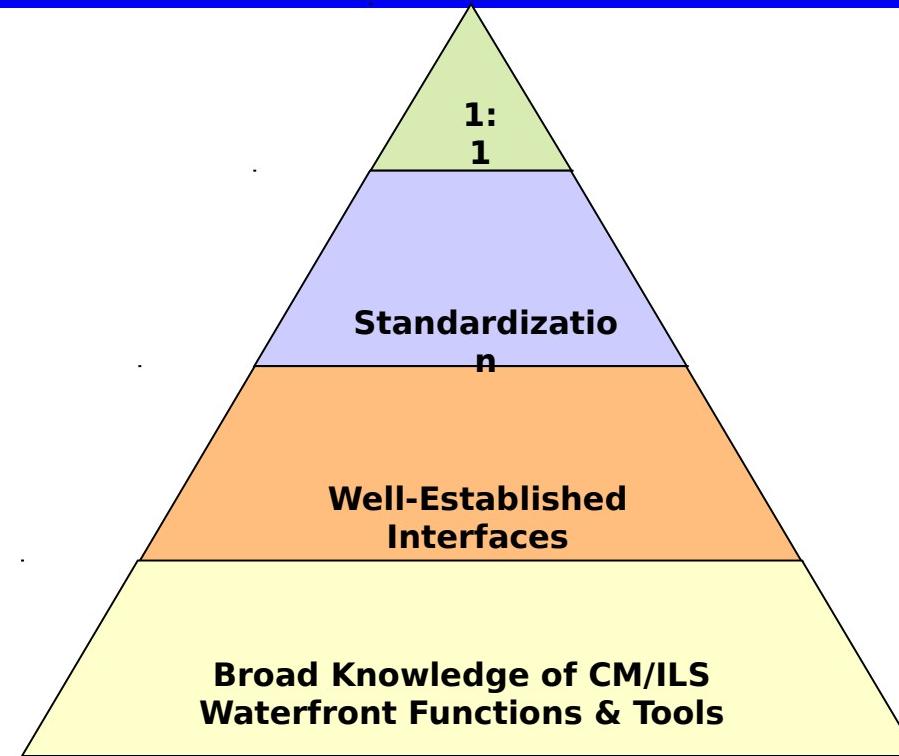




Organizational Template



**Logistics
Specialist**



**Logistics
“Generalist”**



The organization will facilitate the development of the complete skill set required by the Ship Logistician through cross-training, interface and standardization. The organizational template establishes a pool of experienced waterfront logisticians and an internal career path to Ship Logistician.



ILO Process Re-engineering



The new organization requires re-engineering of the traditional ILO process to support continuous evaluation and identification of opportunities for centralization to an engineered - data driven - condition based process.



SIMA I-Level CM/ILS



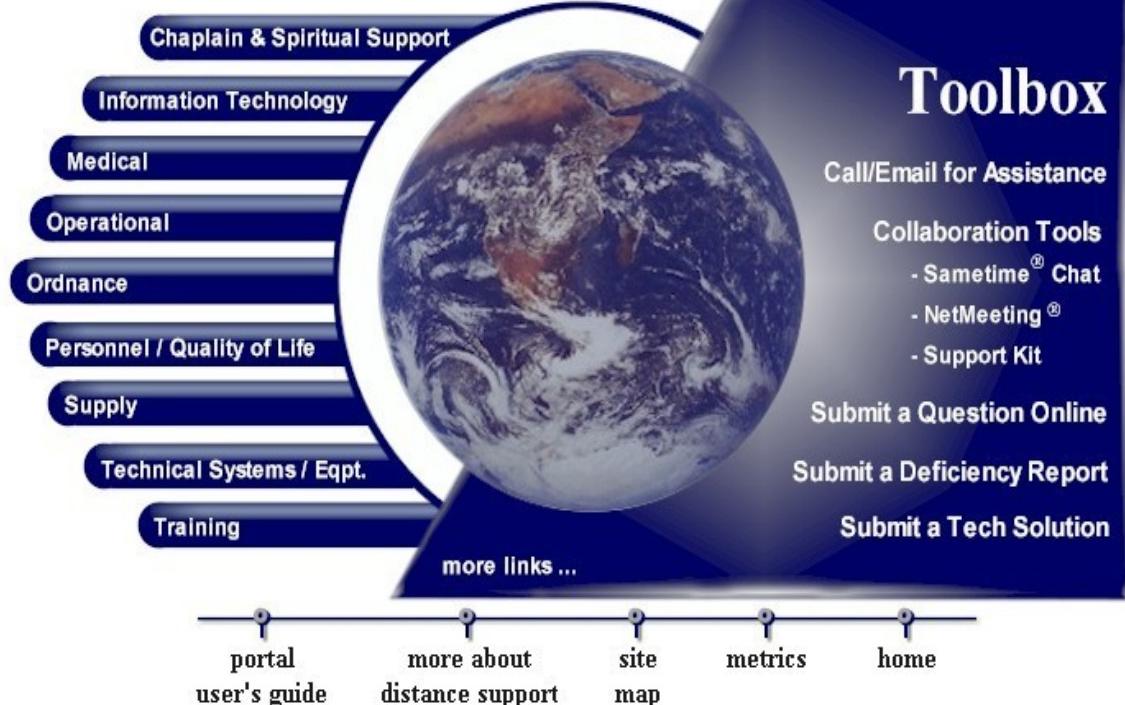
The new organization includes resources and the development of standard procedures for ensuring CM/ILS support for IMA installations previously absent in most RMCs.



Distance Support



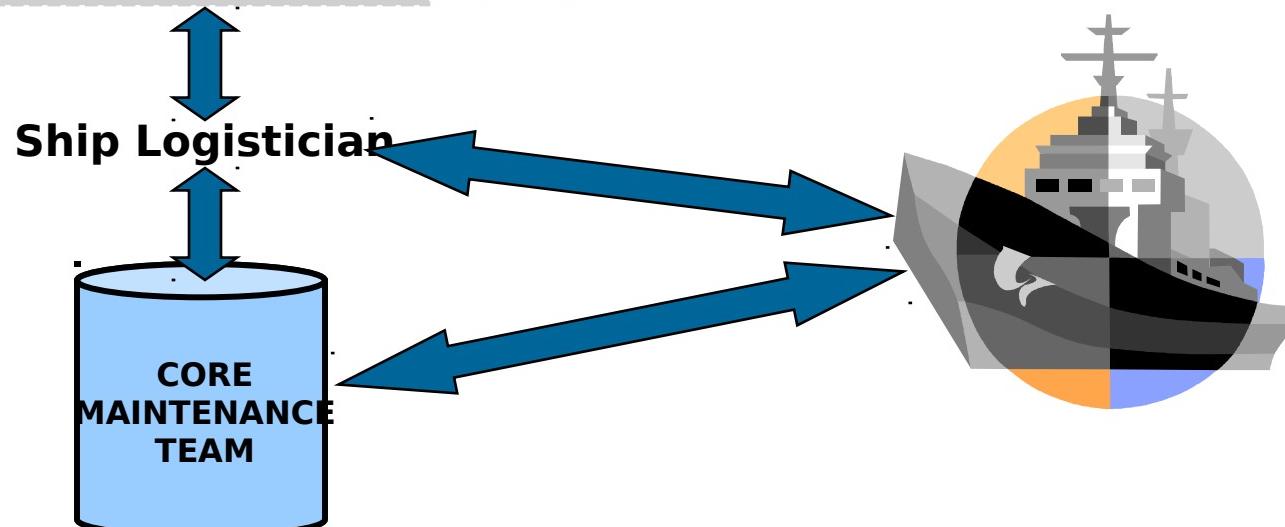
Distance Support Portal



The organizational template establishes local support for the use of the Distance Support Tool Set in each Region and includes deployment, training, facilitation, standardization, liaison with the NAVSEA Program Office and maintenance of the tools/equipment.



Support Team



The new organization consolidates external resources into a single, integrated Support Team that requires an MOA between the Sponsors and RMC, operations through the established Support Team structure, and periodic assessment as to value added by the Support Team.





CM/ILS Baseline

ATLANTIC FLEET PORT LOADING & CM/ILS MANNING

| PORT/REGION | # | FTSC | FTSC | FTSC | ILO | ILO | ILO | HET/ FEO | SUP NSLC | SUP SHIP | CDM OSLR | SIMA CIV | SIMA MIL | TOT NNSY | TOT LOCAL | TOT Navy Wide | Grand TOTAL | | |
|------------------|------------|-----------|----------|-------------|-----------|-----------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|---------------------|----------------|---------------|---------------|
| | SHIPS | CIV | MIL | CTR | CIV | MIL | CTR | CTR | CIV | CTR | CIV | CIV | MIL | 1 | 90.72 | 89.2 | 179.92 | | |
| NORFOLK (MA) | 46 | 53 | 5 | 27.5 | 15 | 10 | 38.5 | 3 | 0 | 0 | 4.42 | 2 | 7 | 2.5 | 11 | 1 | 90.72 | 89.2 | 179.92 |
| | 7 CG | | | | | | | | | | | | | | | | | | |
| | 17 DDG | | | | | | | | | | | | | | | | | | |
| | 5 LPD | | | | | | | | | | | | | | | | | | |
| | 4 LHD | | | | | | | | | | | | | | | | | | |
| | 5 DD | | | | | | | | | | | | | | | | | | |
| | 5 FFG | | | | | | | | | | | | | | | | | | |
| | 1 LCC | | | | | | | | | | | | | | | | | | |
| | 2 LHA | | | | | | | | | | | | | | | | | | |
| | 1 AOE | | | | | | | | | | | | | | | | | | |
| LITTLE CREEK (M) | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | 7 LSD | | | | | | | | | | | | | | | | | | |
| | 9 PC | | | | | | | | | | | | | | | | | | |
| | 2 ARS | | | | | | | | | | | | | | | | | | |
| EARLE (MA) | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | 1 AOE | | | | | | | | | | | | | | | | | | |
| GAETA (MA) | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | 1 AGF | | | | | | | | | | | | | | | | | | |
| MAYPORT (SE) | 21 | 3.6 | 0 | 1 | 7 | 2 | 1 | 1 | 9 | 4 | 4 | 1 | 3 | 0 | 7 | 0 | 32.1 | 11.5 | 43.6 |
| | 12 FFG | | | | | | | | | | | | | | | | | | |
| | 3 DDG | | | | | | | | | | | | | | | | | | |
| | 4 CG | | | | | | | | | | | | | | | | | | |
| | 2 DD | | | | | | | | | | | | | | | | | | |
| PASCAGOULA (SI) | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | | |
| | 2 FFG | | | | | | | | | | | | | | | | | | |
| | 3 CG | | | | | | | | | | | | | | | | | | |
| INGLESIDE (SC) | 20 | 2.4 | | | 2 | 1 | 2 | 1 | | 1 | 3.9 | | 1 | | 5 | | 17.82 | 1.48 | 19.3 |
| | 10 MCM | | | | | | | | | | | | | | | | | | |
| | 10 MHC | | | | | | | | | | | | | | | | | | |
| BAHRAIN (SC) | 4 | | | | | | | 1 | | | | | 0 | | | 1 | 0 | 1 | |
| | 2 MCM | | | | | | | | | | | | | | | | | | |
| | 2 MHC | | | | | | | | | | | | | | | | | | |
| TOTAL MY | 116 | 59 | 5 | 28.5 | 24 | 13 | 42.5 | 6 | 9 | 5 | 12.3 | 3 | 11 | 2.5 | 23 | 1 | 142.64 | 102.18 | 244.82 |
| | | TOT | CIV | 107.8 | TOT | MIL | | 41 | TOT | CTR | 96 | | | FLEET OWN | | 120.14 | 92.68 | 212.82 | |
| | | | | | | | | | | | | | | OTHER OWN | | 22.5 | 9.5 | 32 | |



Potential Navy-wide Savings - Curtailment/Divesture and

Transfer/Consolidation of CM/ILS Functions

| FUNCTION | TYPE | RECOMMENDATION | REDUCTION |
|--|--|--|------------------------------|
| CM/ILS Assessments | Navy-wide, FTSC | Divesture and Curtailment based on Ship Logistician continuous assessment | 17.0 MY |
| SCLSIS Validation Team | Navy-wide, FTSC reimbursable | Divesture and Curtailment based on new demand model | 4.0 MY |
| Residual Test Equipment MGT & Redistribution | LANT Fleet, FTSC/ILO reimbursable | Consolidate under Mid-Atlantic Region | .48 MY |
| Residual Repair Asset Management (RRAM) | Navy-wide, ILO reimbursable | Retain/realign w/RMC Supply Department pending transfer to NAVSUP under Virtual SYSCOM agreement | 27 MY* |
| CDM | Navy-wide, FTSC reimbursable | Divest and transfer function to NSLC/other certified CDM | 8 MY |
| Develop PMS | Navy-wide, FTSC reimbursable Local, ILO | Consolidate with local ILO PAG efforts, divest and transfer to other Government activity | 25 MY 4.5MY |
| PEO/NAVSEA CM/ILS Waterfront Advisor | Local Mid-Atlantic, FTSC reimbursable | Divesture and curtailment based on inclusion in Chief Logistics Engineer functions | 5.0 MY |
| Push/Pull Staging Facility | Navy-wide, FTSC reimbursable | Retain/realign w/RMC Supply Department pending transfer to NAVSUP under Virtual SYSCOM agreement | 2.5 MY* |
| Liaison w/ISEA on CDMD-OA input | Navy-wide, FTSC | CDM responsibility | 1.0 MY |
| | | Curtailment/Divesture (Direct Navy Savings) | 31.98 MY |
| | | Transfer/Consolidation (Potential) | 64.0 MY |

Examination of Navy-wide functions supports initial reductions of 31.1% through centralization and curtailment of functions.





Metrics

| | PERCENTILES | MTBF/ Days | Self Sufficiency | MTTC/ Days | Failures/ Mth | TOC | CSMP BL | T(pf) | Maint. FOM |
|--------|---------------------|---------------|---------------------|---------------|------------------|------------------|------------|---------------|---------------|
| | Attribute Direction | High | High | Low | Low | Low | Low | High | |
| Hull # | Homeport | | | | | | | | |
| CG 47 | PASCAGOULA | 180 | 72.97% | 91 | 128 | \$524,280 | 915 | 65.30% | 2.667 |
| CG 51 | PASCAGOULA | 234 | 72.50% | 95 | 99 | \$196,971 | 952 | 69.96% | 2.069 |
| CG 48 | PASCAGOULA | 1557 | 70.62% | 129 | 18 | \$70,133 | 527 | 92.01% | 1.081 |
| | PASCAGOULA AVG. | 657 | 72.03% | 105 | 82 | 263795 | 798 | 0.758 | 1.939 |
| CG 55 | NORFOLK | 218 | 68.91% | 114 | 114 | \$284,044 | 929 | 64.23% | 2.298 |
| CG 56 | NORFOLK | 406 | 68.34% | 113 | 75 | \$151,602 | 1073 | 74.96% | 1.895 |
| CG 60 | NORFOLK | 594 | 67.82% | 132 | 70 | \$155,086 | 757 | 75.16% | 1.642 |
| CG 61 | NORFOLK | 365 | 72.00% | 99 | 72 | \$148,284 | 597 | 76.39% | 1.548 |
| CG 72 | NORFOLK | 376 | 75.58% | 75 | 67 | \$173,966 | 320 | 81.02% | 1.312 |
| CG 71 | NORFOLK | 397 | 77.62% | 79 | 67 | \$133,199 | 398 | 80.93% | 1.305 |
| CG 68 | NORFOLK | 635 | 77.55% | 90 | 44 | \$106,710 | 376 | 85.39% | 1.112 |
| | NORFOLK AVG. | 427 | 72.55% | 101 | 73 | 164699 | 636 | 0.769 | 1.587 |
| CG 69 | MAYPORT | 203 | 78.43% | 78 | 109 | \$571,260 | 315 | 70.78% | 2.160 |
| CG 58 | MAYPORT | 233 | 72.60% | 96 | 98 | \$290,865 | 729 | 69.42% | 2.041 |
| CG 64 | MAYPORT | 211 | 75.59% | 93 | 110 | \$244,690 | 614 | 68.94% | 1.972 |
| CG 66 | MAYPORT | 198 | 78.56% | 68 | 109 | \$256,027 | 510 | 73.46% | 1.877 |

A collaborative effort between Fleet /NAVSEA/PEO representatives has commenced to develop a standard set of metrics that measures logistics impact on readiness and facilitates root-cause analysis required to support continuous process improvement.



Results

- Identify RMC CM/ILS Functions - *Consensus!***
- Develop Organizational Template - *Consensus!***
- Examine Navy-wide CM/ILS functions - *Consensus!***
- Develop Metrics - *Philosophical Consensus!***





Recommendations

- **Approve CM/ILS BRT Recommendations and forward to FMO**
- **Task CM/ILS BRT to:**
 - Examine other OSLR and TYCOM CM/ILS resources & functions to identify additional potential savings
 - Develop staffing and core competency requirements
 - Develop standard Ship Logistician procedures/Report Card
 - Complete plan for ILO process re-engineering
 - Finalize CM/ILS metrics
 - Develop required training
 - Develop POA&M for implementation





BRT Membership

-
- | | |
|------------------------------|-------------------------------|
| ■ CDR Mike Laurent | SERMC Supply, Chair |
| ■ Rosemary Travis | NSLC Mayport |
| ■ Nancy Johnson | ILO Mayport |
| ■ Bonnie Sloan | Thomas Group |
| ■ Marty Stones | FTSCLANT HQ |
| ■ CDR Milton Frazier | LANTFLT ILO |
| ■ SKCS Swiess | ILO Ingleside |
| ■ Fred Villanova | HET Ingleside |
| ■ Wade Bell | HET Mayport |
| ■ Ed Gale | LANTFLT ILO |
| ■ LCDR Robert Kass | HET Norfolk |
| ■ Don Gaskins | HET Norfolk |
| ■ Dalton Ray Phillips | BIW Mayport |
| ■ Howard Gaines | NGSS Mayport |
| ■ Kenneth Parker | SUPSHIP Portsmouth |
| ■ James Byrd | Norfolk Naval Shipyard |

